

Burns, Marlene

From: Ramirez, Gregg
Sent: Wednesday, August 07, 2013 2:35 PM
To: Burns, Marlene
Subject: FW: Land Use Element Amendment Advisory Committee
Attachments: FigLU11_Airport_17x11color_web.pdf

From: Ramirez, Gregg
Sent: Monday, August 05, 2013 2:34 PM
To: 'paul@lawfriend.com'
Subject: RE: Land Use Element Amendment Advisory Committee

Hi Paul,

See my responses in [blue](#). Let me know if you have any follow-up questions.

Gregg

Gregg Ramirez | Senior Planner
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From: Paul Watkins [<mailto:paul@lawfriend.com>]
Sent: Saturday, August 03, 2013 1:09 PM
To: Ramirez, Gregg
Subject: FW: Land Use Element Amendment Advisory Committee

Hi Gregg:

I've reviewed the packet for the meeting on Tuesday, August 6.

Had a couple of quick questions on Karen Martin's (Pacific Planning Group) July 29 letter and recommendations:

- (1) Would you please provide me with a list of the "opportunity sites" in the current Housing Element referred to near the bottom of page 1 of Ms. Martin's letter? The list of "opportunity sites" is part of the Housing Element. The opportunity sites portion of the Housing Element is where we demonstrate to HCD (State Department of Housing and Community Develop) that the City has a adequate number of sites with the residential zoning to accommodate the City's regional housing needs assessment

(RHNA). Of course developers also use it to find potential housing sites. This link will take you to the list:

http://www.newportbeachca.gov/PLN/General_Plan/06_Ch5_Housing_web.pdf#page=157

- (2) Please explain what is meant by "credits for provision of or proof of **assessable existing amenities**" near the bottom of page 1 of Ms. Martin's letter. I would say this is in regard to trip credits for developments/land uses in or near areas that have a substantial amount of walk-in/bike-in customers or developments that are near mass transit stops.
- (3) At page 2, Ms. Martin suggests that we consider how Floor Area Ratio maximums/minimums impact the goals of redevelopment. What is her point here? Is she simply saying that in looking at "opportunity sites" we should be mindful of FARs or is she suggesting that the FARs be revised/relaxed? I believe she is saying that we should study construction feasibility from an economic stand point (do the allowed uses, floor area (FAR) and residential density allow a profitable development?). The Planning Center is currently preparing an economic analysis of housing in the Airport Area. We'll report on what the content of that analysis will be at tomorrow's meeting.
- (4) Can you explain the benefit/rationale for an "Airport Mobility" overlay district? Isn't it NOW possible to transfer development rights in the JWA area? Yes. What additional land uses would be recommended for the JWA area? I think I understand General Plans, Specific Plans, zoning, etc., but I'm not sure how overlay districts fit into the structure of land use in general. Is this sort of a special land use tool? Has it been used elsewhere in the City? I believe she's saying a comprehensive zoning approach to the Airport Area is needed. Currently, the zoning and general plan designations are not entirely consistent in the Airport Area. The general plan is set up to require that proposed residential or mixed use projects include a Planned Community document (zoning) for each development. This was thought to provide flexibility to developers to design and present their plan without the limitations of pre-adopted zoning. The recently approved Uptown Newport project included a Planned Community document. Additionally, the City has approved an affordable housing overlay in the airport area. Zoning overlays are often applied to portions of broader zoning districts to address a certain issue(s), but many of the use and development regulations of the base (or underlying) zoning district still apply. For example, the zoning code currently has a Bluff (B) Overlay. This applies to several areas in the City, but mostly the R-1 zoning district. Within the overlay the R-1 use regulations do not change and many of the development standards don't change (e.g. height, front yard setbacks, etc) however, specific development standards apply bluff side development (e.g. bluff face development restriction, bluff edge setbacks, etc).

(5) Could you send me a map of the "noise contour" area?

The attached map shows the 65 CNEL contour. Essentially all of Newport Beach westerly of the 65 CNEL dashed line is within the City. Also, we will be providing hard copies of the land use element for all committee members at tomorrow's meeting.

Sorry to bug you with these questions. Thanks, Gregg.

No bother at all, let me know if you have any follow-up questions and have a great day.

See you Tuesday.

Best regards,
Paul

CC Resolution No.	GPA No.	Project No.	Adopting Date	Description
2011-21	GP2007-009	PA2007-213	02/22/2011	Increase the maximum allowable development limit by 11,544 square feet and create anomaly No. 2.1 for 4300 Von Karman.

CITY of NEWPORT BEACH

GENERAL PLAN

Figure LU11

STATISTICAL AREAS

J6, L4

Residential Neighborhoods

RS-D

Single-Unit Residential Detached

RS-A

Single-Unit Residential Attached

RT

Two-Unit Residential

RM

Multiple-Unit Residential

RM-D

Multiple-Unit Residential Detached

Commercial Districts and Corridors

CN

Neighborhood Commercial

CC

Corridor Commercial

CG

General Commercial

CV

Visitor Serving Commercial

CM

Recreational and Marine Commercial

CR

Regional Commercial

Commercial Office Districts

CO-G

General Commercial Office

CO-M

Medical Commercial Office

CO-R

Regional Commercial Office

Industrial Districts

IG

Industrial

Airport Supporting Districts

AO

Airport Office and Supporting Uses

Mixed -Use Districts

MU-V

Mixed Use Vertical

MU-H

Mixed Use Horizontal

MU-W

Mixed Use Water Related

Public, Semi-Public and Institutional

PF

Public Facilities

PI

Private Institutions

PR

Parks and Recreation

OS

Open Space

TS

Tidelands and Submerged Lands

City of Newport Beach Boundary

Statistical Area Boundary

Land Use Delineator Line

Refer to anomaly table

L4

